

[For Heads of Departments.]

Circular No. 27 R.C.
RAILWAY BOARD.

Simla, the 12th April 1907.

Land acq. Dept. No. 1357 of 1907
1-11-07
Issued to the Divan of Sarnar.
for publication
Head Clerk
Through S. L. Agent.

Orders relating to the acquisition of land for railways.

READ—

Public Works Department Circular No. IV-Railway, dated 4th September 1897.
Public Works Department Letter No. 599 R.C., dated 16th May 1898.
Public Works Department Letter No. 1167 R.C., dated 21st June 1899.
Public Works Department Letter No. 1012 R.C., dated 18th August 1902.
Public Works Department Letter No. 85 R.C., dated 22nd January 1903.
Public Works Department Letter No. 1693 R.C., dated 1st November 1904.
Public Works Department Letter No. 1780 R.C., dated 12th November 1904.
Revenue and Agricultural Department Letter No. 9-292-1, dated 28th June 1906.
Railway Board Letter No. R.C.—194-B—10, dated 8th October 1906.

Read also—

Public Works Department Code, Volume I (Eighth Edition), paragraphs 949-956.
The Land Acquisition (Mines) Act, No. XVIII of 1885.
The Indian Railways Act, No. IX of 1890.
The Land Acquisition Act, No. 1 of 1894.

The enclosed orders relating to the acquisition of land for railways which were promulgated with Government of India Circular No. IV Railway, dated 4th September 1897, are re-published, with corrections and additions that have been made since the issue of that Circular, for general information.

2. The alterations now made in the orders are as follows :—

- (i) Paragraph 7—The last clause of the original paragraph 7 referring to class C land, has been expunged.
- (ii) Paragraph 22—has been amplified to permit the use of a scale of 50 feet to an inch in special cases for congested areas in large towns.

A note has also been added waiving the rule laid down in paragraph 22 in the case of land which forms an addition to that previously acquired.

- (iii) Paragraph 24—A sub-paragraph has been added urging the necessity of showing all existing roads and buildings on the plans which should be full and complete.
- (iv) Paragraph 33—A note has been added requiring the Railway authorities to draw special attention to all cases in which religious buildings or tombs are proposed to be acquired.
- (v) Paragraph 34—A note has been added in which it is laid down that land already public property should not be included in the plans and notifications as to be acquired under the Land Acquisition Act.
- (vi) Paragraph 37—has been superseded by a new paragraph relating to the acquisition of military lands.
- (vii) Paragraph 42 has been modified to read that class "C" land will be acquired by Government at the cost of the Railway Company; that it is the business of the Company to clear the land provided free of charge; and that the Company will be entitled to dispose of or use, for railway purposes only, any material, etc., on the land.

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 (viii) Appendix G of the rules has been superseded by a new Appendix G embodying Railway Board's Circular No. R.C. 194-B-10, dated 8th October 1906, relating to the transfer or acquisition of land belonging to the Military authorities.

(ix) Three new Appendices have been added:—

(a) Appendix H being Circular No. 9-292-1, dated the 28th June 1906, issued by the Government of India in the Revenue and Agricultural Department, which defines the position of the Collector under the Land Acquisition Act.

(b) Appendix I embodying Government of India, Public Works Department Circular No. 1780 R. C., dated 12th November 1904, which permits of private negotiations with owners of land to be acquired for a public purpose.

(c) Appendix J being extracts from Government of India, Public Works Department, letter No. 1628 R.C., dated the 17th October 1904, (circulated with their No. 1698 R.C., dated the 1st November 1904) regarding the relinquishment of land in excess of the requirements of a railway.

3. Special attention is invited to the instructions for the preparation of estimates of the cost of land, laid down in Government of India Circular No. XI Railway, dated 21st September 1895, printed at the end of these orders (*vide* Appendix K).

4. It will be incumbent on Consulting Engineers to endeavour to avoid the location of the railway line upon land the acquisition of which will entail either unnecessary expenditure on Government, or annoyance to the owners, if the object sought can be equally well attained by a slight alteration of the alignment, or in some other manner. The Consulting Engineers and the local Revenue authorities are responsible that, in taking up land, the fullest consideration is given both to the convenience of the proprietors and to the interests of Government.

5. As the orders under the Act for the acquisition of land vary under different Local Governments, the Civil authorities should be invariably consulted as to any special requirements, particularly with reference to paragraphs 25, 26, 31, 32 and 33 of the orders.

The Governments of Madras, Bombay and Burma, Public Works Department, Railway Branch.

The Governments of Bengal, the United Provinces of Agra and Oudh, the Punjab, and Eastern Bengal and Assam, Public Works Department.

The Honourable the Chief Commissioner of the Central Provinces.

The Honourable the Resident at Hyderabad.

The Honourable the Resident in Mysore.

The Honourable the Agents to the Governor-General for Central India, Rajputana and Baluchistan.

The Honourable the Agent to the Governor-General and Chief Commissioner, North-West Frontier Province.

The Consulting Engineers to the Government of India for Railways, Calcutta and Lucknow.

The Managers, North Western, Oudh and Rohilkhand, and Eastern Bengal State Railways.

The Engineers-in-Chief, Katihar-Godagari, and Nagda-Muttra Railways.

ORDER.—Ordered that this Resolution be forwarded for the information of Railway officers under the control of the Local Governments, and Administrations, and also to the officers marginally noted, and to the Accountant-General, Public Works Department.

R. C. F. VOLKERS,

Secretary, Railway Board.

Documents accompanying.

Orders relating to the acquisition of land for railways, with Appendices A to K.

Enclosure to Railway Board's Circular No. 27 R. C. of 1907.

ORDERS
RELATING TO THE
ACQUISITION OF LAND
FOR RAILWAYS.

1907.

ORDERS RELATING TO THE ACQUISITION OF LAND FOR RAILWAYS.

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ORDERS RELATING TO THE ACQUISITION OF LAND FOR RAILWAYS.

Classification of Railway Land—

I.—Railways constructed by Government.

1. On Railways constructed by Government land is divided into two classes, *vis.* :—

I.—Permanent Land.

II.—Temporary Land.

* *2. Permanent Land.*—Land which will be required permanently after the Railway is open for traffic and the work of construction is complete. Under this head will be included all land to be occupied by the formation of the permanent line of Railway; with side-slopes of banks and cuttings, and the berms connected therewith; the entrances to tunnels and shafts belonging to the same; the sites of bridges and protection or training works; station-yards; landing places for Railway ferries; ground to be occupied by works belonging to the Railway, such as gas-works, arrangements for water-supply, etc.; ground for the storage, manufacture, or acquisition of materials; land for cemeteries, plantations, gardens, and recreation grounds; sites for permanent stations, offices, workshops, dwelling-houses and other buildings required for the purposes of the Railway, or the accommodation of the staff, with the grounds, yards, roads, etc., appertaining thereto.

Under this head will also be classed land which will be permanently occupied by the diversion of roads or rivers, or for other works undertaken for public purposes incidental to the construction of the Railway, although such land will cease to be held by the Railway authorities on the completion of the works.

3. Temporary Land.—All land which is required for temporary purposes only, and which is relinquished after the work of construction is complete.

II.—Railways constructed by Companies.*

On Railways constructed by Companies land is divided into four classes, *vis.* :—

I.—‘Class A’ land.

II.—‘Class B’ land.

III.—‘Class C’ land.

IV.—‘Class D’ land.

5. ‘Class A’ Land.—Land which the Company receives for permanent occupation free of charge under its contract or other arrangement with Government. Under this head is included all land required for the permanent works of the Railway, including the formation of the line with its side-slopes, berms, bridges, etc.; and for all stations, workshops, permanent store-houses, and the like, necessary for the line when opened, and which, under the contract or other arrangement, is to be provided by Government free of cost to the Railway Company. The occupation of this land by the Company will be so far permanent that it will cease only when the contract is terminated or surrendered and the whole lapses to Government.

* The classification given here would apply *fully* only in the case of a Railway for which land was taken up on terms similar to those adopted for the old Guaranteed Companies. The conditions under which land is occupied by other Railway Companies in India vary according to the terms of their respective contracts (or other arrangements) and are in some cases practically the same as specified above for Railways constructed by Government. For the exact text of the rules laid down for the old Guaranteed Companies, see reprint of Government of India, P. W. Dept., Circular No. 55, dated 29th June 1861, given as Appendix C (page 12).

Amount of land required.

6. '*Class B*' Land.—Land which the Railway Company receives for temporary occupation free of charge under its contract or other arrangement with Government. Under this head is included all land essential for the execution of the permanent works of the Railway, but not required after the completion of the line in part or whole. Such is land for spoil-banks, for extra excavation to make banks, and for the storage of material held in stock by the Railway Company pending the construction of the line or their despatch to the works.

7. '*Class C*' Land.—Land which the Railway Company has to provide at its own cost. Under this head is included land which is required for the provision or preparation of materials, for purposes contingent on the actual execution of the works on the line, or for other miscellaneous objects which the Government recognises as falling legitimately within the scope of the Railway Company's operations, though not giving the Company a claim to the provision of land free of charge.

8. '*Class D*' Land.—Land which, being required in consequence of the works of a Railway, still does not come directly into the occupation of the Railway Company at all. Under this head is classed land required *outside* the Company's boundary, for the diversion of roads or rivers, and for the construction of roads which are made for public purposes and which will not afterwards be maintained by the Company. '*Class D*' land will be provided by Government free of charge.

Amount of land required—

9. In estimating for the amount of land to be taken up for a Railway, care should be taken to make provision not only for the land which will be required permanently for the purposes of the open line (such as those indicated on page 1 under '*Permanent Land*'), but also for such land as will be required during construction only, for spoil-banks, side-cuttings, quarries, stacking and preparation of material, temporary offices, workshops and quarters, and for temporary purposes generally, to be relinquished after the work is complete.

10. Land is everywhere (except under the special sanction of the Railway Board previously obtained) to be provided of a width sufficient to allow of the line being doubled. For this purpose the *minimum* width required for the '*Permanent land*' (in the case of a Railway constructed by Government) or '*Class A*' land (in the case of a Railway constructed by a Company) under ordinary circumstances is as follows* both for the 5 ft. 6 in. and for the metre gauge:—

Embankment	. 70 feet + 2 slopes.
Cutting	. 76 feet + 2 slopes.

11. It is to be remembered that the width here specified is, in each case, the *minimum*, and that it may frequently be necessary to arrange for extra land which will be required *after the line is open*, for repairs to embankments, for stacking material, or for other purposes. Land so provided would be *additional* to the minimum permanent land shown on the diagram, and during the construction of the line should be reserved and kept free from excavation or spoil.

* For details see sections showing widths of land to be taken up, Appendix A, pages 8 and 9. The ditch shown on these sections need not be dug, unless required; but whether the ditch is required or not, a width of *not less than 24 feet* must in every case be preserved from toe of slope to edge of side-cutting, or from edge of cutting to foot of spoil-bank.

Land for a Railway on the metre-gauge should ordinarily be taken up of the full width required for the 5 ft. 6 in. gauge, as specified above. In special cases, however, where it may be considered as practically certain that the Railway will, at no future time, be converted to the 5 ft. 6 in. gauge, the width given in the diagram for metre-gauge may be worked to.

General arrangement, side-widths, etc.—Plans to be made.

12. At station-yards the cutting or filling for the formation of the main line and sidings may sometimes be arranged for in the general levelling and improvement of the plot of ground to be permanently acquired. Where this cannot be done, provision should be made *outside* the proposed boundary of the station-yard for such additional land as may be required for side-cuttings or spoil-banks.

13. Where a piece of ground is to be reserved for a plantation or other similar purpose, care should be taken that proper arrangements are made for sufficient land, outside and distinct from such piece of ground, for the side-cuttings or spoil-banks which may have to be provided for.

14. In making provision for land for side-cuttings, the width will, under ordinary circumstances, depend upon the nature of the soil, height of bank, facilities for getting earth, and other local conditions. Under special circumstances, as, for example, in the neighbourhood of large towns or where land is unusually expensive, it may be advisable to equalize the quantities for cutting and filling, and take the material for banks from the adjacent cuttings.

General arrangement, side-widths, etc.—

15. For the line between stations, the general arrangement shewn on the sections,—Appendix A, pages 8 and 9,—is to be followed, and the side-widths set out accordingly.

16. Where practicable, for low banks or shallow cuttings, the land taken up for side-cuttings or spoil-banks should be on one side of the line only.

17. In setting out land for side-cuttings, arrangements should be made for berms at suitable intervals to allow convenient access to the line during construction, and to prevent the side-cuttings ultimately developing into water-courses alongside the embankment. A width of 40 feet in a length of 200 feet is generally suitable for this purpose; that is to say, each excavation would be 160 feet long and separated from the next excavation by an interval of 40 feet of undisturbed earth.

18. In setting out land for spoil-banks, care should be taken to leave sufficient space for arrangements for drainage and for catch-water drains, where required, to prevent surface water from the adjacent land running down the slopes of the cutting.

19. The sides of spoil-banks and side-cuttings, next the line, are to be sloped off (as shewn on the sections, Appendix A, pages 8 and 9) before the earthwork is finished, and in setting out side-widths the distance allowed to the nearest part of the excavation or spoil must be such as to preserve the specified width of strip of clear unbroken ground *after* this sloping has been carried out.

20. In arranging the side-widths, the line for the fencing and for the inner edge of side-cutting or spoil should be continued straight in portions as long as practicable. That is to say, these lines should follow the *average* variation in height of bank or depth of cutting over considerable lengths and not be made too zig-zag to suit the local variation at each chain peg. Where the variation in side-widths would be comparatively unimportant it will often be advisable to neglect such local variations entirely, and take up the land in a parallel strip for some distance.

Plans to be made—

21. To enable the Revenue authorities to take action for the acquisition of land required for Railway purposes, it is necessary* that proper plans should be made for reference by all concerned.

22. The scale for these Land Plans should, under ordinary circumstances, be 400 feet to 1 inch; but where this would not admit of sufficient detail being shewn with clearness,

* See Land Acquisition Act, 1894, sections 6 and 8.

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Plans to be made.

the scale should be 100 feet to 1 inch. A scale of 50 feet to an inch may, however, be used in special cases for congested areas in large towns.

NOTE.—This rule may be waived when the land to be acquired forms an addition to that already previously acquired, the original land plans for which were plotted to a scale of 150 feet to 1 inch. In such cases the plans showing additions may be drawn to the same scale as the original plans, namely, 150 feet to 1 inch.

23. The data for the preparation of the Land Plans should generally be obtained during the progress of the survey for the location of the line, and the general instructions for the preparation of plans to accompany a project for a Railway, when submitted to the Railway Board, are to be held to apply also to plans required for the acquisition of the land necessary for the construction of the Railway.*

24. The following *additional* information is to be supplied on the Land Plans :—

- (a) In the case of a Railway to be constructed by Government, or by a Company under the terms of whose contract land is divided into two classes, 'permanent' and 'temporary,' the plans made out for the first acquisition of the land will show the outer boundary line; and all land, for whatever purpose it may be required, will be taken up as for permanent occupation. This land will be distinguished on the Land Plans by being coloured pink:

N. B.—This rule applies only to the copies of the plans made for the Revenue authorities for use on the acquisition of the land, and is not intended to prevent Engineers from marking on their office copies the intended disposition of the land as 'permanent' and 'temporary' or any other information which may be found convenient for use during construction, or for the purpose of the estimate.

As early as practicable, after the line is opened, and it is known definitely what land can conveniently be relinquished, the original plans will be corrected (or fresh plans made), shewing the boundaries of the land required for permanent occupation ('Permanent Land'), and also those of the land to be relinquished ('Temporary Land'). On these latter Land Plans, the two classes of land are to be distinguished by colour as follows :—

Permanent Land—Pink.

Temporary Land—Yellow.

- (b) In the case of a Railway constructed by a Company, by the terms of whose contract (or other arrangement with Government) land has to be taken up under special classes A, B, C and D as defined on page 1 of these orders, or under other conditions of a like nature, the plans made out for the first acquisition of the land will show clearly the boundaries of the land to be taken up under *each* of these classes.

As early as practicable, after the line is opened, the original plans will be corrected (or fresh plans made), shewing the disposition of the land as determined after the work of construction is completed.

On these Land Plans, the four classes of land are to be distinguished by colour as follows :—

(Class A) Land—Pink.

(Class B) Land—Yellow.

(Class C) Land—Purple.

(Class D) Land—Green.

- (c) Detached portions of land should be referred to some fixed point on one of the main sheets with distances and compass or other bearings, or such reference to the published maps of the neighbourhood as will ensure a ready identification of the land. A corresponding entry should in each case be made on the nearest main sheet to draw attention to the detached plot.
- (d) On all Land Plans, whether made out under clause (a) or under clause (b), the position of the boundary of each class of land is to be determined by dimensions written on the plan; these dimensions to be sufficiently complete to enable such boundaries to be, at any time, readily ascertained or verified.
- (e) The names of villages to which the land belongs are, in each case, to be written on the plan alongside of the line indicating the village boundary. If the boundary line crosses the Railway line the names are to be repeated on the other side of the Railway line, and the chainage of the crossing point noted.

* See Rules for the preparation of Railway Projects, page 10.

Acquisition of Land.

(f) When boundary marks have been erected for the demarcation of the land occupied by the Railway, the position and corresponding number of each detached boundary mark is to be shown on the Land Plans.

The plans should in short be full and complete and should show all existing roads and buildings and when the latter are known to be used for public purposes or by special departments their purpose and ownership should be stated.

25. The Land Plans are to be made up in sets for continuous portions of land, each set being complete for a revenue district or charge of a Collector or Deputy Commissioner (or length of Native State). On each end sheet (first and last) of every set of Land Plans, a sufficient portion of the continuation sheet of the next set should be repeated, to enable the two sheets to be connected or traced together, if required. For each set of Land Plans the sheets are to be numbered consecutively throughout, and the name of the Civil district (or Native State) to which the set belongs, is to be marked conspicuously on each sheet.

26. For a Railway constructed by Government, the minimum number of sets of Land Plans required is two, *viz.*, one for the Revenue authorities and one for the Railway. For a Railway constructed by a Company, the minimum number of sets of Land Plans required is three, *viz.*, one for the Revenue authorities, one for the Railway, and one for the Consulting Engineer.

27. Each set of Land Plans is to be signed by the officer immediately responsible for its preparation, and by the Chief Engineer of the Railway. In the case of land required for a line already opened, the Manager will also countersign the plans before sending them on.

28. Land Plans are to be kept up to date either by adding to the existing plans or substituting new sheets as may be necessary. Each such addition or alteration is to be carefully checked by the officer in immediate charge of that portion of the Railway, and attested by his signature. It is to be understood that the Land Plans at any date must show a clear and accurate record of the land occupied by the Railway on that date.

29. A complete series of Land Plans for the whole line is to be kept in the office of the Chief Engineer of the Railway.

Acquisition of Land—

30. All arrangements for the acquisition of land required for the construction of a Railway will be made by the local Revenue authorities.*

31. To this end each Civil officer in charge of a district, in which land is required for Railway purposes, is to be furnished with particulars of such land, as follows:—

(a) A complete set of Land Plans prepared in accordance with the instructions given above.

(b) A complete set of schedules prepared in the form given as Appendix B (see pages 12 and 13).

32. On receipt of sanction for the construction of the Railway, a statement containing the following information should at once be sent to the Secretary to the Local Government or Administration, with a request that the notification required under Section 6 of the Land Acquisition Act of 1894 may be inserted in the local official Gazette, and that the district Revenue authorities concerned may be instructed to arrange for the transfer of the land required:—

(a) The name of the Railway.

(b) A copy of the order of Government sanctioning the construction of the Railway.

(c) A brief general description of the route to be followed by the Railway, with the names of the more important villages or towns through or near which it is intended that the Railway shall pass.

(d) A list of the Civil districts in which land will be required for the purposes of the Railway, with the approximate area in acres of the land required in each.

(e) For each Civil district the name or description of the place or places at which the Land Plans for that district will be available for inspection by the public.

* This rule is not intended to prevent preliminary enquiries regarding the probable cost of land being made by the Railway Officers direct from the owners. (For detailed instructions see Government of India, Public Works Department letter No. 1780 R.C., dated the 12th November 1904 (*vide* Appendix I).]

ORDERS RELATING TO ACQUISITION OF LAND

Valuation and Payment.

33. With the statement above specified should also be sent, for the information of the Local Government or Administration, a general index plan to a scale of 1 mile to 1 inch, showing the route to be followed by the Railway.*

NOTE.—The Railway authorities are responsible for specially drawing attention to all cases in which religious buildings or tombs are proposed to be acquired (*vide* Public Works Department Code, Volume I, Chapter IX, paragraph 958 and Chapter X, paragraph 1062).

34. On receipt of the information specified above, the Local Government or Administration will publish in the local official Gazette the notification required under the provisions of Section 6 of the Land Acquisition Act of 1894, together with such statements as may be considered advisable under Section 3, clause 1 of the Land Acquisition (Mines) Act of 1885, and will instruct the local Revenue authorities to arrange for the acquisition of the land required, and its transfer to the Railway.

NOTE.—Land already public property should be separately applied for and not included in the plans and notifications as to be acquired under the Land Acquisition Act.

35. When orders are received for the construction of the Railway, the land required should be properly marked out, unless this has already been done.

36. Except so far as may be necessary for the proper survey or marking out of the land required, work must not be commenced or damage done, materials deposited, or any excavation or demolition put in hand until the land has been formally made over, or unless approval in writing has been obtained from the local Revenue authorities.

37. The procedure laid down in Railway Board's letter No. R.C. 194-B-10, dated the 8th October 1906 (*vide* Appendix G), for the transfer or acquisition of land in cantonments or in charge of the Military authorities, and of the construction of buildings and other works in the vicinity of forts and cantonments, should be strictly observed.

38. In the case of a Railway to be constructed by a Company, all arrangements with the Revenue authorities (or with the Political officers for Native States) for the acquisition of the land required will be made through the Consulting Engineer, who will be responsible that the proper procedure is followed, and that the Land Plans and Schedules are drawn up in accordance with these orders. All such Land Plans and Schedules will be furnished by the Company to the Consulting Engineer in triplicate. The Consulting Engineer will countersign all three copies, and will then return one set to the Company and forward a second set to the Revenue authorities, retaining the third set for record in his office.

Valuation and Payment—

39. The valuation of the land and assessment of all claims and payment for the same will be made by the Revenue authorities.†

40. All land for Railway purposes, whether required temporarily or permanently, will be taken up in the first instance as for permanent occupation, and valued accordingly. It is to be understood that the distinction between 'Permanent' and 'Temporary' land; or 'Class A' and 'Class B' land is merely of the nature of a forecast showing what the disposition of the land will probably be on completion of the work.

41. In the case of a Railway constructed by Government, or by a Company under the terms of whose contract land is divided into two classes 'Permanent' and 'Temporary,' the Railway will, in the first instance, be debited with the full cost of all land which may be acquired, and will afterwards be credited with the amount realised by the sale of such land as may be relinquished.

* This index plan should be prepared in accordance with the instructions given on page 10 of the Rules for the preparation of Railway Projects under the head 'Index Plan and Section.'

† The procedure to be adopted by the Revenue authorities and Accounts officers in connection with this work is laid down in Government of India, Finance Department Resolution No. 1580, dated 29th June 1886.

ORDERS RELATING TO ACQUISITION OF LAND.

Land Relinquished—Dealings with Native States—Demarcation of Land.

42. In the case of a Railway constructed by a Company, by the terms of whose contract (or other arrangement with Government) land has to be taken up under special classes A, B, C, and D, as defined on page 1 of these orders, or under other conditions of a like nature, 'Class C' land will be acquired by Government at the cost of the Company. Houses, trees, tanks, or other property, on land which is not provided free of charge, and for which special payment of compensation is necessary, will be paid for at once by the Railway Company. In the case of land provided free of charge, the Railway Company concerned, in the absence of any express stipulation to the contrary, will be entitled to dispose of or use for the purposes of the railway only, any material, trees, buildings, etc., that may be on the land when it is handed over to them, but the Government will be entitled to dispose, or stipulate for the disposal, before handing over the land, of any buildings, crops, trees, etc., which they may have been obliged to acquire with the land and to apply the proceeds in reduction of the cost of acquisition. Further it is the business of the Railway Company to clear the land of all obstacles or obstructions and prepare it for the construction of the railway, and Government undertake to secure them empty possession only, free of legal encumbrances.

Land Relinquished—

43. Land having been occupied for the purposes of a Railway, should, when no longer required, be made over to the local Revenue authorities, who will arrange for its disposal. The sale proceeds of such land will be credited to the Railway, or head of account to which its cost was originally debited. For detailed instructions see extracts from Government of India, Public Works Department letter No. 1628 R.C., dated the 17th October 1904, circulated with their No. 1698 R.C., dated the 1st November 1904, (*vide* Appendix J).

Dealings with Native States—

44. For land required in Native States the procedure laid down in these orders is to be adopted as far as applicable in every respect, the arrangements being made through the Political Officer. (*See also Appendix F, page 15.*)

Demarcation of Land—

45. The following rules for the demarcation of land have been laid down by the Government of India under Section 13 (a) of the Indian Railways Act of 1890.*

- (a) All land permanently occupied for the purposes of a Railway shall have its boundaries defined on the ground in such a manner as to enable such boundaries to be readily ascertained and identified.
- (b) For this purpose the boundary of the Railway land may be defined by a continuous wall, fence, or ditch or, by detached marks, posts, or pillars.
- (c) Where the boundary mark is continuous, the boundary of the Railway land is to be on the outer edge of the wall, fence, or ditch; that is to say, the wall, fence, or ditch will be situated wholly on Railway land.
- (d) Where detached marks, such as isolated posts or pillars, are used, the boundary of the Railway land will pass through the centres of such marks. Between the marks the boundary will in each case be taken in a straight line from the centre of one mark to the centre of the next mark.
- (e) Detached marks are in no case to be at a greater distance apart (centre to centre) than one-eighth of a mile (660 feet). They are to be of a substantial character, not easily destroyed or moved by accident or mischief, and are to be of such size and form as to be readily found and recognised.
- (f) Each detached boundary mark is to bear a number, and the position and corresponding number of each detached boundary mark is to be shewn on the Land Plan.
- (g) Where a fence, wall, or ditch is for convenience situated at some distance within the boundary and does not mark the actual limit of the Railway land, it will be necessary that, in addition to such fence, wall, or ditch, the actual boundary of the Railway land shall be properly marked and defined in accordance with these rules.

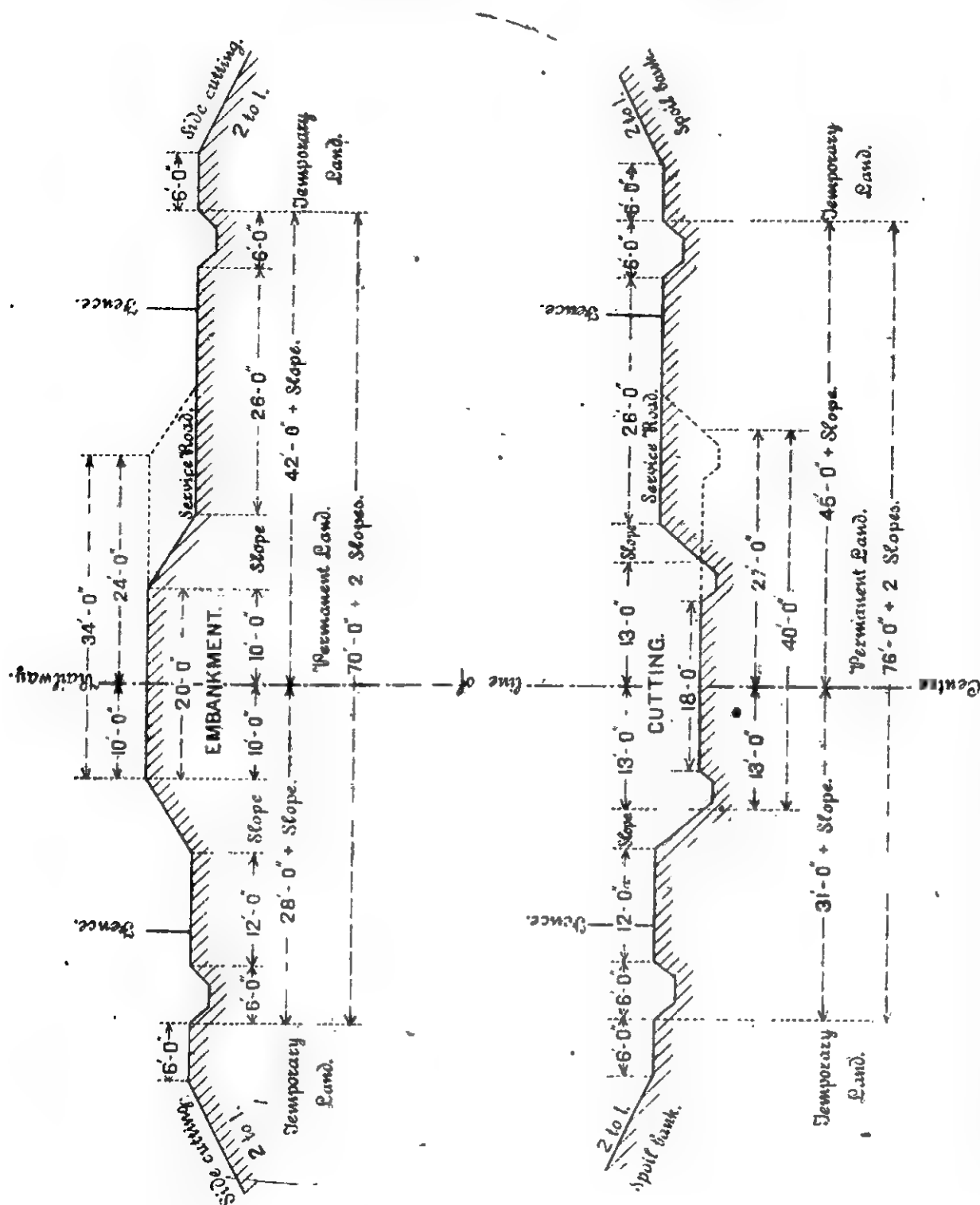
46. In the case of a Railway constructed by a Company the expression 'land permanently occupied' is intended to include not only 'Class A' land, but also such 'Class B' and 'Class C' land as may be required for a considerable period. In the event of any 'Class B' or 'Class C' land enclosed by the boundary being afterwards relinquished the boundary is to be shifted to mark the new limit.

* See Government of India, Public Works Department Circular No. XIV R., dated 6th August 1890.

5 FT 6 IN GAUGE.

(Orders relating to acquisition of land).

feet. 16 8 0 16 32 feet



NOTE. — Under ordinary circumstances, the total width of land specified in this diagram should be taken up in all cases, whether the Railway be on the 5'-6" or on the metre gauge (see foot-note, page 2).

GENERAL CROSS SECTIONS

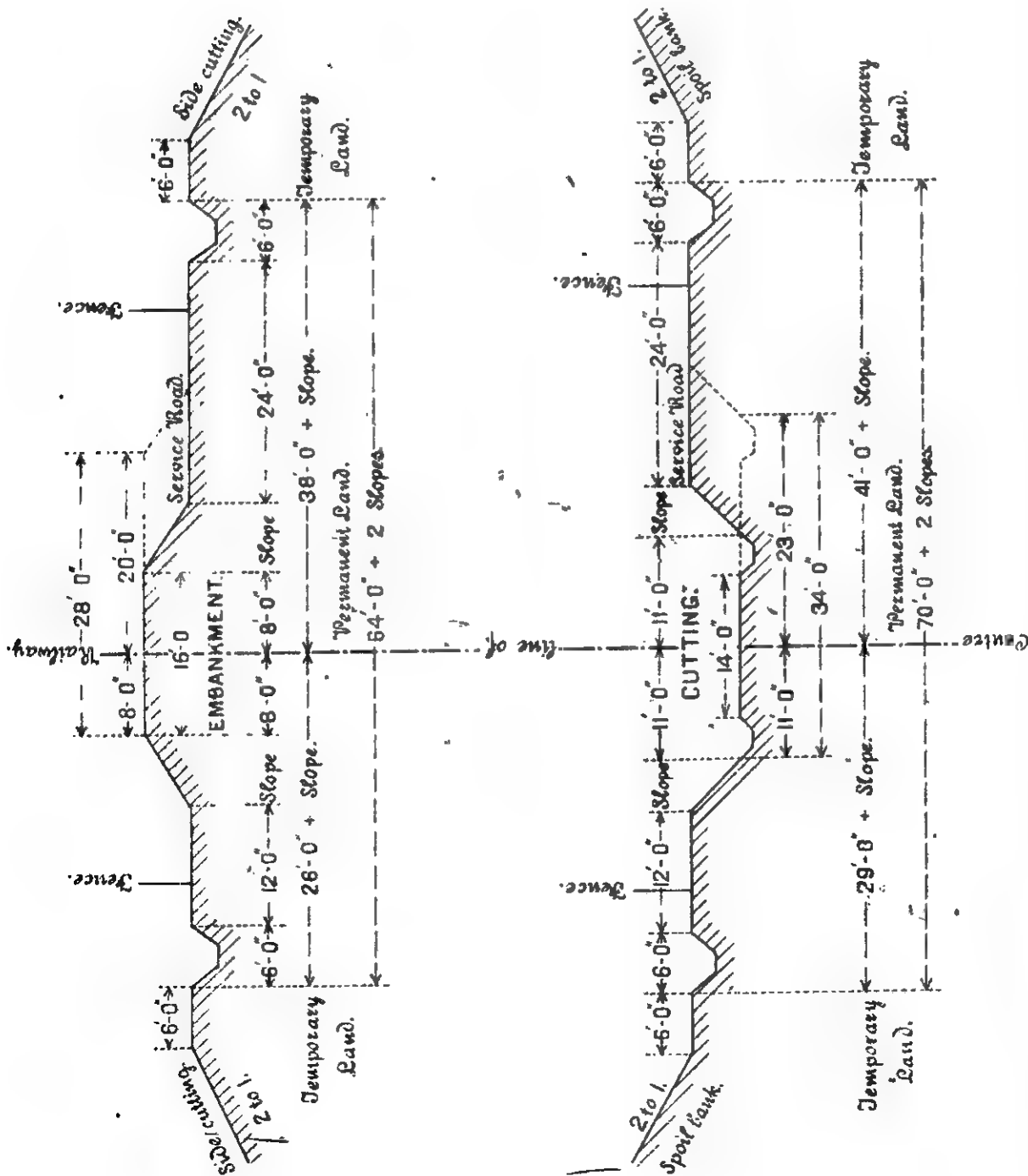
SHOWING WIDTHS OF LAND TO BE TAKEN UP.

METRE GAUGE.

Scale — $\frac{1}{16}$ inch to 1 foot.

(Orders relating to acquisition of land).

APPENDIX A.



NOTE.— Under ordinary circumstances, for a metre gauge line, the total width of land taken up should be that specified on the diagram for 5' 6" gauge (see foot-note, page 2), and that diagram should be worked to in all respects, except as regards width of formation.

Appendix B.—Form of Schedule for Land Acquisition.

BANDA DISTRICT
Bilaspur Tahsil.

GONDA-AZIMGARH RAILWAY.

Azimgarh Section.

Schedule shewing land required for Railway purposes in the
Bilaspur Tahsil of the Banda District.

Name of Village—MANDWAL.

REFERENCE TO PLAN.		PURPOSE FOR WHICH THE LAND IS OCCUPIED.	AREA OF LAND REQUIRED.			
Set.	Sheet.		Class A (Pink).	Class B (Yellow).	Class C (Purple).	Class D (Green).
			Acres.	Acres.	Acres.	Acres.
Set C—Banda District.	3	Main line from chainage 36,627 to chainage 38,900, land to be permanently occupied.	4'6963	...	...	...
	3	Same length for side cuttings . . .	...	3'1309	...	...
	3	Extra land for stacking material, etc., at site of Bridge No. 57.	...	9'5500	...	...
	4	Mandwal Station-yard . . .	3'8961	...	...	...
	4	Approach road to Mandwal Station	...	...	...	2'7548
	4	Site for temporary House and Office for Assistant Engineer.	...	5'5096	...	...
	5	Brickfield to north of line opposite chainage 42,350	...	...	11'2163	...
	6	Main line from chainage 41,410 to chainage 42,728, land to be permanently occupied.	2'4389	...	...	...
	6	Same length for side cuttings . . .	...	1'5243	...	...
Totals			35'8313	19'7148	11'2163	2'7548

AZIMGARH,

17th September 1891.

Consgr. Engineer.

District Engineer.

Chief Engineer.

Appendix B.—Form of Schedule for Land Acquisition.

BANDA DISTRICT.
Bilaspur Tahsil.

GONDA-AZIMGARH RAILWAY.

Azimgarh Section.

*Schedule shewing land required for Railway purposes in the
Bilaspore Tahsil of the Banda District.*

Name of Village—MANDWAL.

REFERENCE TO PLAN.		PURPOSE FOR WHICH THE LAND IS OCCUPIED.	AREA OF LAND REQUIRED. (Pink). Acres.
Set.	Sheets.		
Set C—Banda District.	3	Main line from chainage 36,627 to chainage 38,900, land to be permanently occupied.	4'6963
	3	Same length for side cuttings.	3'1309
	3	Extra land for stacking material, etc., at site of Bridge No. 57	9'5500
	4	Mandwal Station-yard	28'6961
	4	Approach road to Mandwal Station	2'7548
	4	Site for temporary House and Office for Assistant Engineer	5'5096
	5	Brickfield to North of line opposite chainage 42,350	11'2163
	6	Main line from chainage 41,420 to chainage 42,728, land to be permanently occupied.	2'4389
	6	Same length for side cuttings.	1'5243
TOTAL .			69'5172

AZIMGARH,

17th September 1891.

Executive Engineer.

Manager,
(for open line State Railway.)

Consgr. Engr.
(for Company's Ry.)

Engr.-in-Chief.

Appendix C.—Rules for Guaranteed Railway Companies.

APPENDIX C.

RULES LAID DOWN IN 1861 FOR THE ACQUISITION OF LAND REQUIRED FOR RAILWAY PURPOSES BY THE OLD GUARANTEED COMPANIES.

Government of India, Public Works Department Circular No. 55, dated 29th June 1861.

1. Land required for Railway purposes may be divided into four classes, A, B, C, and D. First, Class A land which a Railway Company receives free of charge, under the contract with the Government, for permanent occupation. Second, Class B land also provided free of cost, but only for temporary occupation. Third, Class C land which the Railway Company has to provide at its own cost. Fourth, Class D land which does not come directly into the possession of the Railway Company at all.

2. Class A will comprise the land required for the permanent works of a Railway, including the road with its bridges, etc., and all stations, workshops, permanent store-houses and the like, necessary for the line when opened, and which under the contract is to be provided by Government free of cost to the Railway Companies. The occupation of this land by a Railway Company will be so far permanent that it will only cease when their contract is terminated or surrendered and the whole lapses to Government. It is all provided free of charge.

3. Class B will contain land essential for the execution of the permanent works of a Railway, but not required after the completion of the line in part or in whole. It also is provided free of charge; such is land for spoil-banks, for extra excavation to make banks, for river diversion, and for the storage of Railway materials held in stock by the Railway Company, pending the construction of the line

* This last sort of land is allowed free under the Right Honourable the Secretary of State's letter No. 25 of 30th November 1858.

or their despatch to the works.* The occupation of this class of land will be temporary. On its restoration to the Government—the proper time for which will be settled in each case between the Railway officers and the Consulting Engineer—it will be for the Revenue officers to dispose of it to the best advantage of Government.

4. Class C will contain the land which a Railway Company has to provide at its own cost. This is land which is required for the provision or preparation of materials; for purposes contingent on the actual execution of the works on the line, or for other miscellaneous objects which the Government recognizes as falling legitimately within the scope of the Railway Company's operations, though not giving the Company a claim to the provision of land free of charge. As a Railway Company is bound to pay for the construction of all works out of the capital, receiving only from Government, without charge, the land on which the works stand, the provision of all materials, and the means of facilitating the execution of all works, are to be at the cost of the Railway Company^(a).

* In the original rules the words "for roads to works in progress" here found place. They have now been struck out as calculated to mislead. It is clear a road may be required from a site used temporarily for storage of materials itself in Class B. This would carry the road itself into the same class. A road from a brick-field or quarry would be in the same category as the brick-field or quarry, *viz.*, Class C. Whereas a road from a detached but permanent store-yard, although leading "to works in progress," would not the less come under Class D., should such road still be necessary after the completion of those particular works. Thus, generally, the circumstances of the tenure of land at the end of the road furthest from the Railway will decide the class into which the road itself shall be placed.

(a) The following words were also in the original rules:—

"In this class, therefore, will fall all land for brick-making, for quarrying ballast, for houses for persons employed on the work, etc. So also land for houses for engine-drivers, and the like on the line when opened, and for other similar purposes, will come under Class C."

But Her Majesty's Secretary of State for India thought that any particularization in the rule might raise questions as to the power of Government to alter or vary the terms of the contract (a power which the Government has no intention of claiming). It has therefore been thought best to give these words in a note simply for the guidance of the officers of Government, and parties interested, as to the construction which Government puts on the contract in regard to certain points of frequent practical application.

Appendix C.—Rules for Guaranteed Railway Companies.

It is proper to bear in mind, in fixing the rent, that this land will in part deteriorate by the use to which it is put, and in part will not so deteriorate. In all cases, however, it will be most convenient to deal with the land, in the first instance, in the same manner. It will be taken possession of by Government, and handed over to the Railway Company for occupation at a fair rental. When the necessity for occupation ceases, the land will be given up again to Government by the Railway Company, the proper time for this being determined, as under Class B, by the Railway officers and Consulting Engineers.

5. Class D will contain that land which, being required in consequence of the works of a Railway, still does not come directly into the occupation of the Railway Company; it will be provided free of charge. It will be exclusively land for roads; either new roads leading to railway stations, or to permanent store-yards or workshops detached from the main works, or diversions or changes of old roads made necessary by railway works.

6. Inconvenience is likely to arise if Railway Companies are permitted to hold land, on their own account, or otherwise than is above explained. By causing them to rent from the Government all land to which they are not entitled free, in the manner above explained, simplicity in the tenure of their property will be secured, which will be a matter of importance at a future time when the Railway may be transferred to Government. The determination of the value to be paid by the Government for any land not included in Class A, which might be held by a Railway Company, would certainly be, in such an event, a great embarrassment.

7. Houses, trees, tanks, or other property on land which is not provided free of charge and for which special payment or compensation is necessary, will be paid for at once by the Railway Company. In the cases of land provided free of charge, the materials, etc., derived from the "clearance" of the surface, which then will be at the expense of Government, will be disposed of by the Revenue officers to the best advantage.

8. All land required for a line of Railway will be applied for in continuous portions: the plans will be drawn to a scale of 150 feet to the inch, and the measurements and areas will be recorded in accordance with the fiscal divisions of village estates of mouzahs, pergunnahs, and zillahs, in a schedule, of which a form is annexed, showing in detail the several classes to which the land belongs.

9. The several classes of land will be coloured pink, yellow, purple and green, respectively, in the plans, and the exact purpose to which each parcel of land is to be devoted will be noticed in the schedule.

10. Detached portions of land should be referred to some fixed point on one of the main sheets, with such distances and compass or other bearings as will enable the land, to be identified at once. A corresponding entry should also be made on the main sheet to draw attention to the detached portion.

11. The general correctness of the plans and schedules of the Railway Engineers being attested by the Consulting Engineers to Government, the applications will be forwarded to and dealt with, as may be necessary, by the Revenue authorities under the orders of the Local Government. The Revenue officers are to be held strictly responsible for the regular adjustment by Railway Companies of all charges on account of land, to be determined in the manner above explained.

12. A complete set of Land Plans should be recorded in the Chief Engineer's Office of each Railway, and a copy forwarded to the Consulting Engineer to Government by whom a duplicate will be given to the Revenue Board, which, in turn, will supply Collectors of districts with transcripts of parts included in their respective zillahs. When it may be found expedient, in order to expedite the making over of the land, to employ a special Land Commissioner for this duty, the Railway Engineers should supply an additional copy of the Land Plan for the use of the Land Commissioner.

13. The Consulting Engineer to Government and the local Revenue authorities will respectively be held responsible for the punctual fulfilment of the foregoing orders in their several departments, and for the careful record of plans in their respective offices.

 Appendix C.—Rules for Guaranteed Railway Companies.

 Appendix D.—Land for Dwelling-houses for Railway Staff.

14. All contemplated changes in the land in possession of a Railway Company should be promptly reported by the Railway Agent to the Consulting Engineer to Government, who will notify the same to the Local Government. It will be for the latter to see that the necessary steps are taken by the Revenue authorities for entering such changes in their records, and for carrying out all further proceedings that are requisite on such an occurrence.

15. It will be necessary for the Local Government to see that a correct register and record of title of all Railway lands is maintained; for the whole of such lands will one day revert to the Crown; also that all rents or payment for clearances, etc., chargeable in behalf of Government against the Railway Company, are duly realized.

16. It is essential that there should be for each Railway one set of plans, in a regular sequence, to show all the land; and that the plans of each Railway Company's estate, after they have once been prepared, should constantly be corrected and always be maintained complete.

 AMENDMENT TO PARA. 4 OF ABOVE CIRCULAR.

Government of India, Public Works Department Resolution No. 3755-60-R., dated 16th October 1877.

I am directed to acknowledge the receipt of your letters Nos. 4645 and 4646, dated the 22nd December 1871, on the subject of the adjustment of the rent and sale-proceeds of Railway Class C lands, and to say that the Governor General in Council concurs in the proposals contained in your letter to the Board of Revenue, No. 3976, dated 14th October 1871, viz., that an annual settlement should be made with Railway Companies of all accounts connected with the re-sale of C lands, the net loss being charged against the Companies, on condition that this rule shall apply to the case of all lands re-sold whenever they may have been taken up, unless (under paragraph 5 of the Public Works Department Circular No. 55 of 1861) a specially high rent has been charged to meet the probable loss by deterioration. The rent of C lands will in future be in all cases fixed at the rate of 5 per cent. on the capital expended, plus any Government revenue with which the land may be chargeable.

 APPENDIX D.

 LAND REQUIRED FOR DWELLING-HOUSES FOR EMPLOYÉS
OF A RAILWAY COMPANY TO BE PAID FOR AS UNDER 'CLASS C.'

Government of India, Public Works Department Circular No. 16, dated 6th April 1861.

The following extract of orders, passed by the Governor General in Council on a reference from Madras, is circulated for guidance in cases where application may be made by Railway officers for land to build dwelling-houses on, or where the Railway officers proposed to build such dwelling-houses on, land provided at the cost of the State. It will be seen that, whatever may have been admitted in some such cases hitherto, no claim should in future be recognised for the provision of land for such dwelling-houses at the cost of the State.

Extract from letter to Secretary to Government of Madras.

"I am directed to state in reply that the Government of India cannot admit that dwelling-houses for engine drivers or station masters, and still less for general workmen, are 'conveniences' under terms of the contract. This sort of accommodation being given or refused is merely a question of wages."

Appendix E.—Special Rules for East Indian Railway.

Appendix F.—Quarrying in land belonging to Native States.

APPENDIX E.

SPECIAL RULES ISSUED AFTER CONSIDERATION OF THE CONTRACT OF JANUARY 1880, ENTERED INTO BETWEEN THE SECRETARY OF STATE FOR INDIA IN COUNCIL AND THE EAST INDIAN RAILWAY COMPANY.

Government of India, Public Works Department, No. 534 R. C., dated 9th June 1885.

All distinctions as to classes of land in the possession of the East Indian Railway Company, that existed prior to the 1st of January 1880, shall cease from that date.

2. From and after the 1st January 1880, the East Indian Railway Company, when taking up land, shall pay the value of the land, including cost of clearances and compensation, to owners and occupiers, plus the capitalised value of the abatement of land revenue and the expenditure necessary in the different processes required in the taking up of the land.

3. The capitalised value of the abatement of land revenue is the amount which, invested in 4 per cent. Government securities, at the market rate of the day, will produce interest equal to the abatement.

4. If the land required for the East Indian Railway Company be the property of the State, its value shall be the value as appraised by the Revenue authorities at the time of its transfer to the undertaking, inclusive of incidental expenditure.

5. All lands required under these rules shall be taken up through the principal Revenue officer of the district within which such lands are situated. If the land be the property of private individuals, payments shall be made for it to its owners in the manner described in rules 4 and 5 of Chapter 6 of the Civil Account Code. If the land be the property of the State, the principal Revenue officer of the district aforesaid shall complete his valuation and award and shall communicate the same to the Provincial Accountant General or Comptroller, as the case may be, for recovery from the East Indian Railway Company.

6. The amounts declared recoverable from the East Indian Railway Company in respect of lands taken up under these rules, shall be adjusted according to Rule 6, Chapter 62 of the Civil Account Code.

APPENDIX F.

PROCEDURE TO BE FOLLOWED IN THE ACQUISITION OF LAND IN NATIVE STATES REQUIRED FOR QUARRYING FOR THE PURPOSES OF A RAILWAY.

Government of India, Public Works Department Circular, No. XXVIII Railway, dated 7th November 1882.

It having been brought to the notice of His Excellency the Governor General in Council that it not unfrequently happens that local Railway officers obtain access to land in Native States for quarrying and other purposes of the like nature, without reference to the Native States concerned, and that the procedure often gives rise to misunderstandings as to the terms on which such land is to be held and used by the Railway, His Excellency in Council is pleased to direct that in future no quarry is to be opened outside the limits of the land made over to the Railway in any Native State, until the permission of the Native State or Durbar concerned shall have been obtained by the local Railway officers through the Political officer attached to the State. In short, the procedure followed in connection with the acquisition of land in British territory should be observed, except that, instead of the land being acquired under the Land Acquisition Act (*Act X of 1870*) it will have to be obtained through the Political officer on such terms as may be agreed upon with the Durbar after the submission of the necessary land plans.

Appendix G.—Land under Military authorities.

APPENDIX G.

ACQUISITION OF LAND BELONGING TO THE MILITARY AUTHORITIES.

Railway Board Circular No. R. C. 194-B—10, dated 8th October 1906.

Orders have issued from time to time on the subject of the procedure for the transfer or acquisition of land in cantonments or in charge of the Military authorities, and of the construction of buildings and other works in the vicinity of forts and cantonments. For the sake of convenience the orders and procedure laid down in the several circulars and resolutions are collected and reproduced below :—

(A).—*Rules relating to the acquisition of land.*

- I.—No land, whether within cantonment limits, forming part of an encamping ground, or otherwise held for military purposes, shall be entered upon or occupied for any purpose whatever, either by contractors or any other persons (official or non-official) acting under the orders of any Civil department of the State, until the sanction of the Government of India in the Army Department to the occupation or use of the land has first been obtained, and communicated to the General Officer Commanding the Division or independent Brigade. In all such cases, the sanction of the Government of India will be obtained by the General Officers Commanding Divisions or independent Brigades through the Quarter Master General in India.

Proviso.—These orders do not affect the powers exercised under Section 258 of the Cantonment Code, 1899, by the General Officer Commanding the Division or independent Brigade, the Commanding Officer of the Cantonment or the Cantonment Committee, as the case may be, to sanction the grant of ordinary building sites in cantonments.

- II.—Application for such land when within Cantonment limits should be made by the Officer in charge of the works, to the Officer Commanding the Station; but in the case of a military encamping ground, application should be made to the General Officer Commanding the Division or independent Brigade. The military authorities will then take the necessary steps to obtain (i) the opinion of the Local Government, which should invariably be recorded upon all applications; and (ii) the sanction of the Government of India to the occupation of the required land.

- III.—The application referred to above should be accompanied by the usual land plans and schedules required by the Rules relating to the acquisition of land for railways. The plans should be full and complete and should show all existing roads and buildings, and also rifle ranges if interfered with in any way; and if any buildings are known to be used for public purposes, or by special departments, their purpose and ownership should be stated. In the case of rifle ranges the views of the local military authorities should be obtained before the proposal is submitted for sanction.

- IV.—On receipt by the local military authorities of the sanction referred to in (II) above, they will at once transfer the land without the intervention of the Revenue authorities who are not concerned with the transfer of land in the occupation of the military authorities. No notification in the local Gazette is necessary.

- V.—In the case of privately owned land required in cantonments the provisions of the Land Acquisition Act should be applied, but it will be necessary in the first place for the officer applying to

Appendix G.—Land under Military authorities.

obtain the sanction of the Government of India in the Army Department to the occupation of the land as prescribed in (II) above.

VI.—The procedure laid down in Chapter XXI of the Cantonment Code, 1899, for application for permission to occupy, for the purposes of a building site, land belonging to the Government in a cantonment, applies to private Railway Companies and individuals only, and not to State Railways or to Departments of the State.

(B).—*Rules relating to restrictions on the use of land.*

VII.—The following orders control the construction of buildings, etc., on land in the charge of the Military authorities or of Civil departments, lying within the authorised zones of works of defence:—

- (i) Clearance zones shall be prescribed and clearly demarcated in the vicinity of all the works of defence which are enumerated in Army Regulations, India, Volume II, and such other fortifications or places as the Government of India may decide.
- (ii) In such zones private land will be dealt with in strict accordance with the Indian Works of Defence Act; while in regard to State land the Government of India will determine in each case what restrictions shall be applied to the construction of works, erection of buildings, etc. These restrictions will generally correspond to those stated in sections 7 (a), 7 (b) and 7 (c) of the Indian Works of Defence Act, modified, if necessary, to suit the particular case (see Annexure II).
- (iii) When a clearance zone has been prescribed, no infringement of the restrictions imposed will be permitted unless by the sanction of the authorities enumerated, and to the extent shewn, in the accompanying table (Annexure I). Beyond exemptions shewn in the table, no works, variations of ground level, accumulations of materials, etc., or building operations, which contravene the prescribed restrictions, shall be permitted by any official or private person without the previous sanction of the Government of India.
- (iv) Without the previous sanction of the Government of India, no State land within the prescribed clearance zone shall be transferred to, sold to, exchanged with or permanently occupied by, any private person or Municipality or Corporation not immediately subject to the executive orders of the Government of India.

VIII.—When a clearance zone has been prescribed, and contains land in occupation by a railway, the Officer Commanding the Station, Brigade, or Division, will inform the Railway authorities in whose charge the land may be, of the area of land thus affected and of the restrictions which will be applied. Any modification of the original restrictions will be similarly communicated.

Proviso.—Rules VII and VIII do not apply to the defences of Fort William, Calcutta, and Fort St. George, Madras, nor to the Fortress of Aden, concerning which special regulations exist.

Appendix G.—Land under Military authorities.

IX.—In the case of private lands notified under section 3 of the Indian Works of Defence Act, VII of 1903, that is, land which is to be kept clear of buildings and other obstructions, the procedure in regard to the construction of works, etc., thereon is that laid down in Section 7 of the Act (see Annexure II).

2. The procedure laid down in the preceding paragraphs summarised briefly is as follows:—

- (a) In all cases of land in cantonments, camping grounds, or in the vicinity of forts, the consent of the military authorities is necessary before it can be entered upon or occupied or before any work can be commenced thereon (Rules I, II, III and VII to IX).
 - (b) When the land is in the occupation of the Military authorities the intervention of any other Department is not required (Rule IV).
 - (c) When the land is in the occupation of a Civil department or belongs to a private owner, it must, after the consent of the Military authorities has been obtained, be acquired in the usual manner through the Civil authorities (Rule V).
 - (d) All plans submitted with an application should be full and complete, clearly showing sites of existing roads, buildings and rifle ranges (Rule III).
-

ANNEXURE I TO APPENDIX G.

Competent authority for exemption.	Class "A" Zone, or outer section. Area may extend to 2,000 yards from work of defence.		Class "B" Zone, or intermediate section. Area may extend to 1,000 yards from work of defence.		Class "C" Zone, or inner section. Area may extend to 500 yards from work of defence.	
	Private land. Exemptions from restrictions of Section 7 (a), Works of Defence Act.	State land. Exemptions from restrictions of Section 7 (a), Works of Defence Act, or such restrictions as may be laid down.	Private land. Exemptions from restrictions of Section 7 (b), Works of Defence Act.	State land. Exemptions from restrictions of Section 7 (b), Works of Defence Act, or such restrictions as may be laid down.	Private land. Exemptions from restrictions of Section 7 (c), Works of Defence Act.	State land. Exemptions from restrictions of Section 7 (c), Works of Defence Act, or such restrictions as may be laid down.
Commander-in-Chief	No powers. (See powers of Lieutenant-General Commanding and others below.)	No powers. Lieutenant-General Commanding, General Officer Commanding, etc., having necessary powers. (See below.)	No powers. (See powers of Lieutenant-General Commanding and others below.)	Erection of permanent buildings.	No powers. Section 7 (c), Works of Defence Act (see Annexure II). Requires Government sanction.	No powers. Requires Government sanction.
Lieutenant-General Commanding	As in Section 7 (a), Works of Defence Act. (See Annexure II.)	(a) Erection and maintenance of permanent or temporary buildings, walls, banks and other constructions including alterations and additions to existing works. (b) Variation in the ground level. (c) Temporary occupation of State land by private individuals or corporate bodies not subject to executive orders of Government.	As in Section 7 (b), Works of Defence Act. (See Annexure II.)	(a) Erection and maintenance of temporary buildings, walls, banks, fences, and other constructions, including temporary alterations and additions to existing buildings. (b) Occupation of land and variation of ground level as for a class A zone. (c) Growth of live hedges, rows or clumps of trees or orchards.	No powers. See Section 7 (c), Works of Defence Act. (See Annexure II.)	No powers. Requires Government sanction.
General Officer, or Colonel on the Staff Commanding a Brigade, or General Officer Commanding a Division in the case of land situated in a station under Divisional head-quarters direct.	As in Section 7 (a), Works of Defence Act. (See Annexure II.)	(a) Stacking, storage, or temporary accumulation of road ballast, manure or agricultural produce. (b) Variations in ground level or construction of temporary walls and banks, provided earth moved does not exceed 2,000 cubic feet. If above this amount, requires sanction of Lieutenant-General Commanding.	As in Section 7 (b), Works of Defence Act. (See Annexure II.)	As in Section 7 (a) in a class "A" zone.	No powers. See Section 7 (c), Works of Defence Act. (See Annexure II.)	As in Section 7 (a) in a class "A" zone. Other exemptions require Government sanction.
Officer Commanding work of defence	As in Section 7 (a), Works of Defence Act. (See Annexure II.)	Open railings and dry brushwood fences and maintenance of such existing buildings, etc., as may have been permitted for the zone.	As in Section 7 (b), Works of Defence Act. (See Annexure II.)	Open railings and dry brushwood fences and maintenance of such existing buildings, etc., as may have been permitted for the zone.	As in Section 7 (c), Works of Defence Act. (See Annexure II.)	Open railings and dry brushwood fences, and maintenance of such existing buildings, etc., as may have been permitted for the zone.

Appendix G.—Land under Military authorities.

ANNEXURE II TO APPENDIX G.—

Extracts from the Indian Works of Defence Act, VII of 1903.

3. (1) Whenever it appears to the Local Government that it is necessary to impose restrictions upon the use and enjoyment of land in the vicinity of the work of defence or of any site intended to be used or to be acquired for any such work, in order that such land may be kept free from buildings and other obstructions, a declaration shall be made to that effect under the signature of a Secretary to such Government or of some officer duly authorised to certify its orders.

(2) The said declaration shall be published in the local official Gazette and shall state the district or other territorial division in which the land is situate and the place where a sketch plan of the land, which shall be prepared on a scale not smaller than six inches to the mile and shall distinguish the boundaries referred to in section 7, may be inspected; and the Collector shall cause public notice of the substance of the said declaration to be given at convenient places in the locality.

(3) The said declaration shall be conclusive proof that it is necessary to keep the land free from buildings and other obstructions.

7. From and after the publication of the notice mentioned in section 3, sub-section (2), such of the following restrictions as the Local Government may in its discretion declare therein shall attach with reference to such land, namely:—

(a) Within an outer boundary which, except so far as is otherwise provided in section 39, sub-section 4, may extend to a distance of two thousand yards from the crest of the outer parapet of the work—

(i) no variation shall be made in the ground level, and no building, wall, bank or other construction above the ground shall be maintained, erected, added to or altered otherwise than with the written approval of the General Officer of the Command, and on such conditions as he may prescribe;

(ii) no wood, earth, stone, brick, gravel, sand or other material shall be stacked, stored or otherwise accumulated;

Provided that with the written approval of the General Officer Commanding the District and on such conditions as he may prescribe, road ballast, manure and agricultural produce may be exempted from the prohibition:

Provided, also, that any person having control of the land as owner, lessee or occupier shall be bound forthwith to remove such road ballast, manure or agricultural produce, without compensation, on the requisition of the Commanding Officer;

(iii) no surveying operations shall be conducted otherwise than by or under the personal supervision of a public servant duly authorized in this behalf, in the case of land under the control of military authority, by the Commanding Officer and, in other cases, by the Collector with the concurrence of the Commanding Officer; and

(iv) where any building, wall, bank or other construction above the ground has been permitted under clause (i) of this sub-section to be maintained, erected, added to or altered, repairs shall not, without the written approval of the General Officer of the Command, be made with materials different in kind from those employed in the original building, wall, bank or other construction.

(b) Within a second boundary which may extend to a distance of one thousand yards from the crest of the outer parapet of the work, the restrictions enumerated in clause (a) shall apply with the following additional limitations, namely:—

(i) no building, wall, bank or other construction of permanent materials above the ground shall be maintained or erected:

Provided that, with the written approval of the General Officer of the Command and on such conditions as he may prescribe, huts, fences and other constructions of wood or other materials, easily destroyed or removed, may be maintained, erected, added to or altered:

Provided, also, that any person having control of the land as owner, lessee or occupier shall be bound forthwith to destroy or remove such huts, fences or other constructions, without compensation, upon an order in writing signed by the General Officer Commanding the District; and

(ii) live hedges, rows or clumps of trees or orchards shall not be maintained, planted, added to or altered otherwise than with the written approval of the General Officer of the Command and on such conditions as he may prescribe.

(c) Within a third boundary which may extend to a distance of five hundred yards from the crest of the outer parapet of the work, the restrictions enumerated in clauses (a) and (b) shall apply with the following additional limitation, namely:—

no building or other construction on the surface, and no excavation, building or other construction below the surface, shall be maintained or erected:

Provided that with the written approval of the Commanding Officer and on such conditions as he may prescribe, open railings and dry brushwood fences may be exempted from this prohibition.

39. (4) Notwithstanding anything contained in section 7, clause (a), any land, upon the use and enjoyment of which restrictions are imposed under this section, may be included in the outer boundary, even though its distance from the crest of the outer parapet of the work exceeds two thousand yards.

Appendix H.—Collector's position in regard to Acquisition of Land.

APPENDIX H.

Revision of the Rules in the various Provinces under the Land Acquisition Act in order to subject the Collector in awarding compensation to the orders of his departmental superiors.

Government of India, Revenue and Agricultural Department Circular No. 9-292-I., dated the 28th June 1906.

The Governor General in Council has recently had under consideration the question of the procedure for the award of compensation for land acquired under the Land Acquisition Act (Act I of 1894). He has ascertained that some doubt exists as to the legal position of the officer exercising the powers of a Collector under the Act, and that in some Provinces it is apparently understood that in making his award the Collector is acting in a judicial or semi-judicial capacity, and is therefore bound by the rules which guide the procedure of an officer acting judicially, and must not be interfered with by his executive superior in conducting his enquiry or in arriving at the amount of his award. Where this view is acted on, it follows that the Collector is reluctant to receive any evidence not brought before him judicially; and as the Collector's award is binding against Government, it cannot be contested in the Civil Court in the interests of Government, even although the Collector's superior officers may be of opinion that he has made too liberal an award.

2. This doubt has now been removed by an authoritative decision of the Judicial Committee of the Privy Council, and I am directed to invite attention to their judgment in the suit *Ezra vs. the Secretary of State for India*, which will be found in the Indian Law Reports, XXXII, Calcutta Series, page 605, and in particular to those parts of the judgment of the Calcutta High Court in the case which deal with the position of the Collector (or other acquiring officer duly empowered) under the Act. It will be seen that the Judges have held that "he is, in no sense of the term, a judicial officer; nor is the proceeding before him a judicial proceeding." It is explained that the Collector acts as the agent of the Government or of the Company for which Government take up the land, and that they are accordingly bound by the award of their agent; while if a judicial decision as to the value is desired by the owner, he can obtain it by requiring the matter to be referred by the Collector to the Court. The learned Judges, therefore, held that the enquiry and valuation made by the Collector are departmental in their character, for the purpose of enabling the Government to make a tender through him to the persons interested, and that it is open to him, in making his award as to the compensation to be offered, to consider all available information on the question.

3. It follows from this decision that as the Collector in making an enquiry and award under the Act is merely the departmental agent of the Government, it is open to the Local Government to issue instructions as to the information he is to take into account in making his valuation, and as to the course to be taken by him when he finds, as the result of his enquiry, that the amount of the compensation, which in his opinion should be allowed for the property, largely exceeds the estimates on which the acquisition was sanctioned.

4. I am directed to suggest that, where necessary, the rules in force under the Act should be revised in accordance with this decision, provision being made that in all cases in which land is acquired for Government or for a Local Body or Company :—

- (1) The Collector of the district in which the property to be acquired is situated, should be consulted in framing the original estimates, and his opinion as to the rates to be adopted should be given full consideration.

 Appendix H.—Collector's position in regard to acquisition of Land.

 Appendix I.—Private Negotiations with owners of Land.

- (2) The officer making the award should give sufficient notice to the departmental or other officer concerned, and should take into consideration any representation which such officer may make, whether it is made orally or by letter. More especially he should, before making the award, allow such officer an opportunity of appearing in person or by agent and of producing evidence as to the value of the land.
- (3) If the officer making the award is not the Collector of the district, he might be required before making the award, to refer to the Collector any case in which he proposes to award more than 10 per cent. in excess of the original estimate, or more than Rs. 10,000 or some similar limit. The Collector should have the power of requiring all cases to be referred to him before the award is given, and the acquiring officer should make his final award according to the instructions received from the Collector.
- (4) When a case has been referred to the Court, the Collector should arrange for the defence of his award as if it were a suit against Government.

APPENDIX I.
Private negotiations with owners of land to be acquired for a public purpose.

Government of India, Public Works Department letter No. 1780 R. C., dated the 12th November 1904.

I am directed to state, with reference to the Rules relating to the acquisition of land for railways issued with Public Works Department Circular No. IV Ry., dated the 4th September 1897, that the Government of India have had under consideration the question of permitting departmental and local officers to negotiate either directly or by deputy in certain cases, with the owners of land about to be taken up or acquired for a public purpose, with the object of coming to an amicable agreement with them as to the price to be paid *previous* to the initiation of proceedings under the Land Acquisition Act, and with a view of guarding against subsequent exorbitant demands or awards.

2. The Government of India are of opinion that there is no objection to the adoption of the procedure indicated above, in cases in which it may be considered that its application would result in economy, and to the statement of the settlement thus arrived at being communicated to the Land Acquisition Officer, who, though not strictly bound to accept in his award the price agreed on beforehand, will no doubt do so in ordinary cases.

3. I am to point out that, as it is considered necessary that there shall always be a perfectly clear understanding as to whether the price agreed upon does or does not include the additional 15 per cent. due under Section 23 (2) of the Act, the statement of the settlement arrived at through the deputy, agent or broker, should take the form of an agreement that the owner is willing to sell for a certain specified sum *plus* 15 per cent. for compensation, the sum of the two being the actual price agreed on. In all cases it is necessary that the final acquisition shall be effected in accordance with the procedure of the Act as indefeasible title is thereby secured.

4. With these remarks I am to request that when it is proposed to take up land in the neighbourhood of large cities, or other congested areas, the desirability of adopting the preliminary measures indicated above, may be fully considered.

5. If a broker or agent is employed, any fee that it may be proposed to pay to him will require the sanction of the Government of India. Such fee would not ordinarily be made dependent on the price eventually paid. When a fee is sanctioned and paid, it would be treated as part of the cost of acquiring the land and would be accounted for accordingly.

Appendix J.—Relinquishment of land.

APPENDIX J.

Extracts from Government of India, Public Works Department letter No. 1628-R.C., dated the 17th October 1904 (circulated with their No. 1698-R.C., dated 1st November 1904).

2. * * I am to say that it is considered that the matter of the relinquishment of land in the possession of a Railway should be viewed from three distinct standpoints, namely :—

- (i) Land which is likely to be required by the railway in the near future;
- (ii) Land which may probably be required in the distant future;
- (iii) Land for which the railway is not likely to have any further use, either in the present or the future.

3. In regard to (i), I am to say that the Government of India consider that such lands should remain in the custody of the Railway Authorities, and that the railway should not be called upon to relinquish them, and that the term "near future" should be liberally interpreted with reference to the probable requirements of the railway. Where there is any uncertainty the benefit of the doubt should be given to the railway in favour of retention. * * *

4. As regards (ii), I am to say that such lands should not be relinquished, but should be made over to the Revenue Authorities for *safe custody*. In doing so the attention of the Revenue Authorities should be invited to the terms of paragraph 4 of Public Works Department Circular No. 1367 R. C., dated the 19th August 1897, which prescribes that lands so transferred are not to be let or sold except on such terms of temporary occupation as will not interfere with their being made available on *short notice*, for railway purposes and those authorities should at the same time be informed that the conditions specified above may be best attained if the concurrence of the Railway Authorities is first obtained to any proposals that may be made for utilising the lands from time to time.

5. With regard to (iii) * * * I am to say that in cases where there is no reasonable doubt that the land will never be required by the railway it should be relinquished outright to the Revenue Authorities. * * * But there is no objection to the Revenue Authorities retaining the lands after relinquishment till an offer is obtained more commensurate with its value than the amount likely to be realised by an early sale, and to the Revenue Authorities retaining and treating as "Land Revenue" any rent which may be realised by the temporary lease of such lands. In such cases all that is necessary is to ensure that, until sold, the land continues to appear as belonging to the railway in the Land Registers of the Revenue Authorities, and that its subsequent sale is not delayed for a period which is incommensurate with the enhanced price which it is likely to fetch.

Appendix K.—Preparation of Estimates for Land.

APPENDIX K.

PREPARATION OF ESTIMATES OF THE COST OF LAND REQUIRED FOR RAILWAY OR OTHER LARGE PUBLIC PROJECTS.

Government of India, P. W. D., Circular No. XI Railway, dated 21st September 1895.

Cases have recently come to the notice^b of the Government of India in which the cost of land taken up for railway purposes has exceeded by several hundreds per cent. the cost shown in the detailed estimates; and while in some cases this difference appears to have been due to the inadequacy of the estimates, in others it was certainly caused, at least in part, by the exorbitant nature of the Collector's award under the Land Acquisition Act. It appears, therefore, advisable to issue instructions with the view of securing greater accuracy in the estimates and closer supervision over the awards, when land is taken up for large public projects, of whatever nature.

2. In paragraph 8, Chapter V, of the Rules for the preparation of railway projects, it is laid down that the data for the preparation of estimates of the cost of land should be obtained from the Civil authorities who are responsible for the valuation and assessment of all land taken up for public purposes. This rule has not always been observed in recent instances. Its observance is most important, as the Public Works Department authorities are not in a position to frame an estimate with any approach to accuracy.

3. The Civil authorities should, therefore, be in all cases requested to furnish data in the shape of rates per acre. This, however, they cannot do unless they are furnished with information as to the situation of the land to be taken up, as it is impossible to quote rates which shall be even approximately true for the whole of a large tract. A separate sketch map should, therefore, be furnished for each district traversed by the railway, canal, or other work, showing the exact course of the centre line of the land to be taken up, with reference to villages and towns. This map should be to a scale of one inch to the mile and should show village boundaries wherever they have been surveyed. The distances should also be marked upon it, and the average width of the strip to be taken up should be stated. For land near towns, or which for other reasons is likely to have a specially high value, a map to a sufficiently large scale should be prepared, showing the approximate boundaries of the land likely to be required, with a note of any valuable trees, buildings or other property for which compensation will have to be paid in addition to the price of the land itself. The Civil authorities' data will then take some such form as the following:—

Miles.	RUPEES PER ACRE.			REMARKS.
	CULTIVATED.		Uncultivated.	
	Irrigated.	Unirrigated.		
3—15	80*	30	10	Town lands of Rampur.†
15—17	300	120	30	
17—27	50	25	5	

* NOTE.—Land under tea will average about Rs. 800 per acre.

† NOTE.—Land within municipal limits will cost about Rs. 900 an acre; and in the town itself, say, Rs. 3 a square yard.

Appendix K.—Preparation of Estimates for Land.

4. When the work is confined to a single district the application should be made to the District officer ; when it extends to more than one district, but lies within a single division, to the Commissioner ; when to more than one division, to the chief revenue authority of the province. When the estimated value of the land exceeds Rs. 25,000 in any district, or one lakh in any division, the data must be forwarded to the Public Works Department authorities through the Commissioner or chief revenue authority respectively, who will countersign them and be responsible for them.

5. General rules should be framed in every province for the guidance of officers in estimating the value of land taken up under the Land Acquisition Act. It must be remembered that, while the owner of the land possesses the power of appeal from the award of the Collector, Government is deprived of that power, solely because it possesses executive control over his operations ; and it is most important that such control should be efficiently exercised in the interests of the general taxpayer. The rules should lay down the data which should be collected and the principles upon which the award should be based.

6. When any considerable area of land is to be taken up for public purposes, a special officer should be deputed for the purpose, and care must be taken in his selection. Any special instructions that may be considered necessary in addition to the general rules above mentioned, should be carefully framed for his guidance, as for instance when land under tea or indigo has to be taken up. He should be furnished with the data mentioned in paragraph 3, and provision should be made for the exercise of effective control over his operations by the Collector of the district, to whom all his awards should be reported, so far as to show the area, kind of soil, rate per acre, and total amount in each case. Provision should be made that, in case of any proposed award exceeding largely the estimated rate, and the award being such that it will be the basis of or constitute a precedent for any very considerable expenditure, it should be reported for the Collector's approval *before* being announced. And if in the course of his proceedings the special officer finds that his awards are likely to exceed the aggregate estimate for the district by, say, 25 per cent. or more, a report should be submitted through the Collector to the Commissioner (and if the excess involved exceeds a lakh of rupees, to the Local Government) and further announcement of awards suspended till the latter's orders are received.

7. Whenever it is found that the original rates were materially under-estimated, and no sufficient reason is apparent, the officers responsible for them should invariably be called on to explain, as in no other way can the importance of framing the original estimates with care be effectually brought home to them.

8. Such are the general principles which the Government of India desire to see observed in the matter. The conditions of the several provinces vary so widely that details must be left to Local Governments. But all Local Governments and Administrations should proceed to frame rules giving general effect to the above principles and indicating the points as to which supplementary instructions will be required, based upon the circumstances of each individual case.

No. 408 of 1913.

Savanur, 12th June 1913.

From,

Rajerao Vithal Mangalvedhekar Esq., B.A.

Divan of Savanur.

To,

The Agent, Madras and Southern Mahratta

Railway Company,

M A D R A S .

Sir,

I understand that owing to large increase in traffic, passenger and goods a new booking office and a goods shed have been ordered to be constructed at -- the Hattimattur Station.

2) A new road between Hattimattur Station and ---- Savanur, the Head Quarters of a State, has been built in recent years at the cost of the State and the Taluk Local Boards of Karajgi and Bankapur. Both the Up and Down mails stop at Hattimattur and the Government Post is now brought to Savanur from Hattimattur instead of from Yelavgi. The road between Yelavgi and Savanur is unsafe and dangerous. All the traffic has therefore -- been lately diverted to Hattimattur Railway Station.

3) It is absolutely necessary that a waiting room for the convenience of 1st & 2nd class passengers in addition to one for 3rd class passengers, should be -- added to the booking office.

As the importance of the Station has now immense-- ly increased I hope you will consider that two ---- waiting rooms are, as stated above, highly desirable and pass orders accordingly.

I have the honour to be

Sir,

Your most obedient servant

[Signature]

Through -

O/C

Divan of Savanur.

Beharban Lt. Nawab Saheb Diler Jung Bahadur

*Hattimattur
by H.S.R.C.
Lte*

Reference on the collector &
P. Agent Chawar's no. 525/
dated 24th July 1913.

~~1/5~~
No. S. P. 28 of 1913
Belgaum 26-7-13

The collector & the P. Agent's
attention is invited to his no. 5583
of 22-7-12 with which a statement of
landed property held by Mr.
Mangalochhetri was received. If
Mr. Mangalochhetri has not
acquired any new or alienated any
old landed property during the last-
year, a declaration in form B
should please be submitted as soon as
possible. (Vide G. R. G. D. No. 3000
dated 10th June 1903).

sd/
for Commissioner

... No 5367 of 1913

forwarded to the Dewan of Saurashtra
for very early compliance.

sd R. Skitter
for Collector &
P. Agent

sd. No 576

Re submitted with est.

2) A statement of the landed property
held for the year 31st March 1913 is
enclosed. There has been ~~no~~ change in
the statement submitted last year.
As the G.R. referred above is not
traceable in this office records,
the declaration ^{received} could not be submitted
in proper form with a view to avoid
delay, a fresh statement has been
submitted

R. Skitter

Saurashtra

Dewan Saurashtra

29-2-13

File

R. Skitter

~~Edward Eggeston~~ Feb.

[illegible]

Dr. P.
100

6/2

[illegible]

~~James~~

No 490 Land Requisition
8th September 1913.

The Diwan is requested to acquire Pardi No 35 for the public purpose of broadening the road on the west of the tennis Court and for the construction of a reading room and library, either by private negotiations or under the land acquisition act.

7.9.13.

Moulvi
Lt.
Nawab Of Savanur.

Int. No 599.

8-9-13 -

Mr. Namur Khan is asked ^{in writing} to appear in person & to say what he has to say in the matter. Await. 9/9/13

17-9-13
M. J.

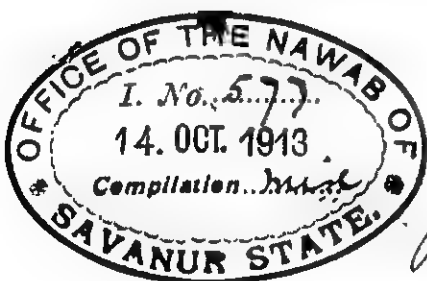
M. J.
Diwan

Statement of Mr. Namur Khan is taken & signed
22-9-13 M. J.

Mr. Kadir Khan (Ahmedbi Sahel) is asked to say if she is willing to part with her share of the ~~land~~ ^{land} on payment of compensation. Is await 25/9/13

M. J.

No 698. Diwan



Returned with compliments
2) The parties interested in the Pardi no (Mr. Namur Khan & Mrs. Ahmedbi) are willing to part with their portions in

their possession or
payment of compensation at
each rate as the state may think
proper. Mr. Wamukha however
wells that the site in front of his
(father's) house may be given to him
exchange for the P. no. as an
alternative.

3) He also thinks that compensation
at the rate of B equal to 25 times
the assessment in the P. no (which
is B 3-8-00) may be granted.
Considering that the P. no is enclosed
by a wall & is situated in an
important locality.

4) In payment of the compensation
the parties will be asked to execute
a sale deed in the name of the state
as owner of title.

5) The compensation will be paid by re-appropriation
from some suitable head in the Budget.

1370-73
14

27/11/10
for mms.
Representative
Dinan

Below Swamashob's No 698 dated 13.10.13

Land Requirment
No 571. 20 October 13..

The Undersigned agrees with the Diwan and on payment of Compensation equal to 25 times the assessment a sale deed should be executed and the possession of the land be taken.

M. S. S. S. S.
Lt Nawab
Of Savanur.

Int No 723.

20-10-13

Mr

No 759

18-10-13

Returned with compliments

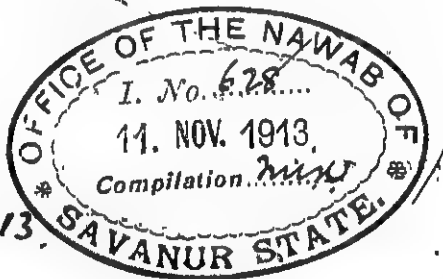
2) Draft lease prepared in consultation with the Govt (State) Pleader Mr. Venkatesanarayana is enclosed for perusal & return when a sale deed.

which not executed as desired
3) All the enclosures are appended

Savanur
8/11/13 } *Dr. A. H.* *Division*

No 622.

22nd November 1913.



The enclosed is the report of the Nawab of Savanur State. The Nawab of Savanur State is now in the hands of the British. The Nawab of Savanur State is now in the hands of the British. The Nawab of Savanur State is now in the hands of the British.

Seen & returned with Compliments
as desired for further action.

sent to

to

22-11-1913

compd

Mr. H. H. H.

Mr. H. H. H.

Mr. H. H. H.

Mr. H. H. H.

Mr. H. H. H.

the Treasury Dept.
13th St.

No 38 of 1914

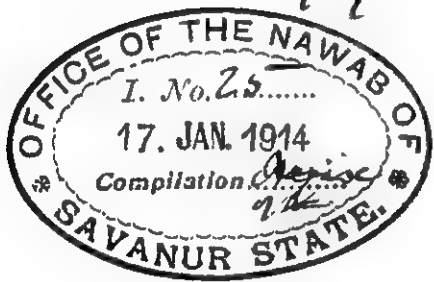
Returned with compliments

2) The sale deed has been
got executed.

3) orders are kindly solicited to make necessary corrections in the survey records in consequence of the acquisition of the Pardi No. 35.

Savannah }
17-1-16 }

Kilduff
 Green Swan



27

12th January 1814.

Reviewed with- Compliments.

2. The sanction asked for in para 3 above is accorded. *Phone Taint Due*

Alone Travis ²⁶

211114 JLF
 make connections of them
 as they find another
 Rawab
 211114

2. Kawab
2/6/11/4

No 111

Savanur February 1914.

Returned respectfully to Mehrab Ali
Nawab Sahib Jilajung Bahadur.

2. The survey records have been
corrected as per above order.

3. Orders are directed to write off the
rent on the Pardi Rs 35 from the next year,
1914-15.



Kidder
D. A. S. Swami

No 86

9 February 1914.

Returned with Compliments.

2. The sanction asked for in para 3
above is accorded.

in shant
19-2-14
any

A. H. H. H. H. H.
20
Nawab

Letter
160

Orders issued to the C. O. of Savanur accordingly
File 7/4/14.

file have the survey records
8/4/14 been corrected & file 7/4/14 of 2
Kidder
D. A. S. Swami

ॐ नमो भगवते वासुदेवाय - श्री गणेशाय नमः

అ.క.భా.మ.మొదలైనవి. లాంగ్ క్లెయిమ్

[illegible]

Georg-August



Very respectfully,
 Yours truly,
 J. Edgar Hoover

1-24
 3-42

جہاں سے آئے ہیں وہاں سے واپس آجئے۔

தென்னாற்காசியை நோக்கி வருகிறது

انستوٹ - ۱۱ سواتیہ ~~کشمیر~~

ॐ नमो भगवते वासुदेवाय ॥

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உயர்வு, நல்லது, மகிழ்ச்சி -

உதவியாக இருக்க விரும்புகிறேன்

[illegible]

ਅੰਤਰਿਕ ਸ਼ਕਤੀ

உரை எழுதி உலகம் புகை போட்டிருக்கிறார்

శ్రీమద్భగవద్గీతా

ନଂ ୫ - ସମ୍ପର୍କିତ ୩ ଓ ସମ୍ପର୍କିତ ୪

Or mustar mustan 1/3 or 5/8 may serve

పరిశీలనకు లోబడి ఉన్నట్లు తెలుసుకోవడం
3. 1. 1997

0 ముద్రాతకు ఉన్నట్లు తెలుసుకోవడం

తదిమిది తెలుసుకోవడం

తదిమిది తెలుసుకోవడం

తదిమిది

Amos 8:12

Free - no charge

అంశం 10 వదిలినది

అకాశం, కాలం, నీలం, వానం

రాంధ్ర సకలం లుక సుకులం

[Handwritten signature]

2-10-13
Ph

Ph

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(೭೩)

(೭೪)

(೭೫)

Sumit
Letter No 4065 of 14th June 1915. from the Collector
and Political Agent Dharwar to the Nawab of Savanur.

" I have the honour to forward herewith a copy of
letter No 3237-10/L dated 9/10th June 1915, from the
Deputy Chief Engineer, M. & S. M. Railway, Dharwar, and
to request that you will kindly issue early instruct-
ions to your subordinates to comply with the Deputy --
Chief Engineer's request. The result of the action taken
may kindly be communicated to me at your early convenience.

No/32 of 1915

Huzur Office 18th June 1915.

Copy with copy of the enclosures, forwarded with
compliments to the Divan of Savanur for needful early
action & report.

2) The State Engineer is, in the opinion of the under-
signed, only the proper person who can be entrusted with
the work. He is already in Dharwar and there is no --
difficulty in asking him to see the Deputy Chief Engi-
eer at Dharwar.

Sumit

Office Superintendent

For Nawab Sahab.

Subo

415

18/6/15

No 470 of 1915

Savanur 18th June 1915

*Forwarded with Compliments to the
State Engineer for compliance & reports*

*By Sumit
Divan in charge.*

File

78-157

In charge.

38/

Divan

No 66 of 1915

P. W. Department

Savanur 15th July 15

Respectfully

Respectfully returned.

The measurer may kindly be asked to see whether there is any encroachments or deviation ^{on the fields} from the measurements shown in the deposited set of land plans handed over at the time of construction of Railway Lines if traceable.

Juhoo

1667

18-7-15

R. G. G. G.
State Engineer -

15/7/15 J.G.G.
Please show
the deposited set of land
plans referred to in the account.

15/7/15 J.G.G.
Sir, - Record Keeper says that he has not yet found them out, as already requested by the State Engineer.

A ref: to the Dy Chief Engineer M & S may
may be made for furnishing this state with
the set of land plans & schedule - J.G.G.
17/7/15

No. of 1915.

Dated 1st September 1915.

Respectfully Resubmitted to Meherban

Lt. Nawab Bahadur Diler Jung Bahadur

Savannu state for favour of perusal, with

reference to his office No. 1

Sivan of Savannu

Recd Agent S.M.R.
Letter No 3237-10/L from the Deputy Chief
Engineer Madras and Southern Mahratta Railway Company
Dharwar to the Collector and Political Agent Dharwar.

Subject- Final Land Plans- Savanur State.

" The Government of Bombay in their Revenue Department having ordered the preparation and submission of a set of final land plans of S.M. Railway for the Bombay Presidency showing all the land now actually in the Possession of the Railways, and as it is essential that the Final Land Plans should be accepted by the Revenue authorities before --- Government can sanction their adoption as the standard for future reference, I have the honour to enclose a -- copy of an extract from my letter NoD/ 222 dated 22nd February 1905 to the Agent S. M. Railway regarding the Procedure to be adopted in the preparation of Final Land Plans of "A" class land standing in the possession of the Railway at the end of 1904.

" That the railway prepare a complete set of land plans by Collectorate or Native States giving only "A" class lands showing village boundary only (no field boundaries) acquired up to date say end of 1904, if convenient, in accordance with various plans submitted from time to time to the consulting Engineer, and the Revenue Department.

On the completion of these plans for any Revenue -- District the Collector of ~~the~~ such District be asked to send to Dharwar a Revenue Surveyor or other experienced representative with his deposited set of land plans for reconciliation and to be made to agree with the set brought up to date in the Chief Engineer's office at Dharwar.

Any difference found at the time of reconciliation to be recorded in detail and if necessary verified individually on the ground by representatives of both -- parties but at the joint expense of the Revenue Department and Railway.

This verification and correction up to date will ~~enable~~ enable each Collector to have one complete set of plans in

agreement with our copies ~~not~~^{is} considered desirable we could supply (after reconciliation) one set of such plans each to junior consulting Engineer and Collector in suppression those already previously deposited."

The then Junior Consulting Engineer for Railways, Dhawar replied that the Procedure proposed for adoption received the ⁿcoⁿcurrence of the Revenue Department.

A complete set of Final LandPlans of Savanur State, under your ⁿcoⁿtrol, has been prepared and I therefore request that you will kindly arrange with the State to send to my office a Revenue Surveyor or other experienced English knowing representative with the deposited set , of Land plans of Savanur State for reconciliation with ~~th~~ the upto date Final land Plans now prepared by me.

As the Government is pressing for an early submission of these Final Land Plans I trust you will please let this matter have your early attention.

True copy.

Land acquired by S. M. Ry

Letter No. 3237/10/L dated 2nd July 1915, from the Deputy Chief Engineer, M. S. M. Railway, Dharwar, to the Collector of Dharwar.

.....

Subject - Final Land Plans. Savanur State.

" I have the honour to invite your kind attention to my letter No. 3237/10-L of 9/10th June 1915, and request the favour of your kindly arranging with the State authorities to send their representative with the deposited set of land plans for reconciliation with the upto date Final Land Plans prepared by me.

2. If the deposited land plan are forth coming from the State I shall be glad to send one complete set for their acceptance countersignature and return.

3. Kindly let me hear.

No. 4768 of 1915.

Dharwar, 12th July 1915.

Copy forwarded with compliments to the Navab of Savanur in continuation of this office No. 4065 of 14th June 1915.

In No 120
20-7-1915
ref

[Signature]

for Collector and Political Agent,
D h a r w a r.

Forwarded with compliments

to the Dirn of Savanur for needful
action & report in continuation of this
office No 132 of 18-6-1915

In No
489

Out. No 181 20-7-15
21/7/15
for Navab of Savanur

office - A ref. has been made to the Dy Chief Engineer
to furnish this office with a set of land plans + schedule + so
await information.

H. J.
Durani.

and received by S. M. B.
No 543 of 1915.

From,

The Diwan of Savanur State

To,

The Deputy Chief Engineer M. K. S. M.
Railway, Dharwar.

17-7-15.

Sir,

I have the honor to request that you
will be so good as to furnish me with the set
of land plans & schedule ^{of the Savanur State} as they can not be
found on the records of this office. They are
required in connection with the subject referred to
in your ^{letter} No 3237-10 L to the Collector & Political
Agent Dharwar. It will be returned when
done with.

Reminder to No 543
3-8-15
No. 613
By Diwan.

I have &c
K. L.
Diwan

and signed by S. H. Ry

The Madras & Southern Mahratta Railway. Co., Ltd.

INCORPORATED IN ENGLAND

Dy: CHIEF ENGINEER'S OFFICE,

Dharwar, 31st July 1915 191

No. 3237/10.L

The Divan of Savanur,

Savanur.

Sir,

Final Land plans Savanur State.

With reference to your No.543 of 17th July 1915, I have the honour to forward herewith a set of Final Land plans of your State for favour of your countersignature and early return.

2. A set of these plans will in due course, be sent to you through the Political Agent of your State.

I have the honour to be .

Enclos. 4
(L.P.No.30,36 to 38)

Sir,

Your most obedient servant

2/8/15
In ho
558.

[Signature]

Ag. Dy. Chief Engineer.

B.T.

5/8/15
Plans sent for verification to the Circle Inspector. Await
6-8-15.

The land plans to be sent to the Circle Inspector for verification
[Signature]

and required by S. M. Ry

The Madras & Southern Mahratta Railway. Co., Ltd.
INCORPORATED IN ENGLAND,

DY CHIEF ENGINEER'S OFFICE,

Dharwar, 18th August 1915 191

No. 3237/10.L

The Divan of Saverur,
Saverur.

Dear Sir,

Final Land plans, Saverur State.

I have the honour to refer you to my No. 3237/10.L dated 31st July/2nd August 1915, and request the favour of your kindly returning the plans sent therewith duly countersigned in token of acceptance.

I have the honour to be
Sir,

Your most obedient servant,

[Signature]
Dy. Chief Engineer.

B.T.

[Signature]
In 20
621

21/8/15
[Signature]
20 return *[Signature]*
21-8-15
[Signature]

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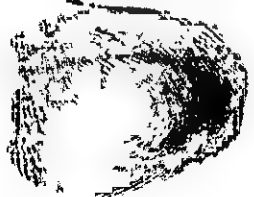
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and ref of S.M.Ry
No. of 1915.

To,

The Dy Chief Engineer, M & S. M.
Railway, Sharwar.

Sir,

With ref. to your no. 3237/10 L
dated 19th Inst. I have the honor to return
herewith Land plans nos. 30, 36, 37 & 38 ~~by~~
~~contingent~~ received with your no. 3237/10 L duly
countersigned & request you to acknowledge the
receipt of them.

I have &c
H. J.
S. M.

Ref

Land Revenue P. M. O.
No. 1 of 1915.

To,

Mch. Lt. Nawab Sahab D. J. B.
Savanur.

Savanur 1-9-15.

Sir,

With ref. to your No 181 dated 20th

July last I beg to report that a set of Final Land
Plans of this State received from the Dy Chief Engineer
M. V. S. M. Railway Bikanwar was verified and
returned to him duly countersigned.

I have &c
H. L.
D. J. B.

100 100 G.M. Ry.

The Madras & Southern Mahratta Railway. Co., Ltd.

INCORPORATED IN ENGLAND,

DY CHIEF ENGINEER'S OFFICE,

Dharwar, 1st September 1915

No. 3237/10/L

The Divan of Savanur,
Savanur.

Sir,


Final Land plans-Savanur State.

I have the honour to invite your kind attention to my No. 3237/10/L of 15th Instant and request the favour of your kindly disposing of the reference at a very early date.


I have the honour to be

Sir,

Your most obedient servant


Dy. Chief Engineer

B.T.

3-8-15


~~W. A.~~
No 650 of 1915.

Savanur 12th August 1915.

From,

K. G. Kalghatigi Esquire

Divan of Savanur.

To,

Meherban It. Nawab Saheb Diler Jung

Bahadur Savanur State.

Sir,

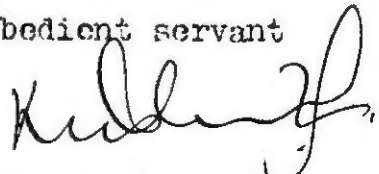
I have the honour to report that Rs 850/- are to be paid into the Government treasury on account of compensation to be paid to the owners of lands taken up for Savanur Hatti-Mattur Station Road. Rs 650/- only are provided in the current year's budget & the deficit of Rs 200/- is to be met by re-appropriation. I, therefore beg to propose that Rs 200/- may be taken from Rs 10000/- provided in the current year's budget for a new Mahal at Savanur as there is no money available for the purpose. If the Proposal is approved a re-appropriation statement will be sub-mitted for sanction.

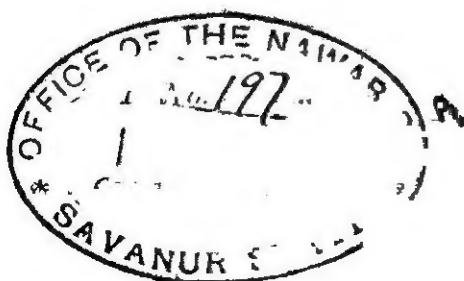
The State Engineer has utilized 4 means to utilize all the sums provided in the budget for the several works of the P. W. Department.; but it is not likely that all the money at the disposal of the P. W. Department will be used up. Out of the balance that may remain to the credit of the P.W. Department at the end of March next, the sum now proposed to be re-appropriated may be taken towards the construction of the new Mahal.

I have the honour to be

Sir,

Your most obedient servant


Divan of Savanur.



No 232 of 1915-

19th August 1915-

Returned with compliments.

2) one third of the contribution only is to be paid by the state & it may be debited to the work. The other $\frac{2}{3}$ for the present may be debited to the accounts of the Zulukar Local Board. This arrangement will not necessitate the proposed re-appropriation.

In No
603.

Abdul Haq Khan

Nawab of Savanur.

19-8-15
H. G. -
tagad to comply.

money remitted as ordered

1-9-15

H. G.

Census
